The LOOKS of an Automobile do not amount to much. The body-the trimmings are not of so much importance as the motive power—the Engine. That is what gives the true value—the prestige—to the machine. How fast a speed can it attain, and how easily can it be regulated?

## THE WELCH CAR

Owes its popularity to an original make of Engine-one that is tried and true, and always dependable.

It can be as easily understood and operated by the novice as by the skilled operator after a very few lessons.

While the Welch Motor Car Company is not exhibiting cars in the Madison Square Garden, it is having an attractive show of its own at Nos. 1871 and 1873 Broadway. The feature of this year's line is a six-cylinder 70-horsepower touring car which sells for \$6,000, while the Limousine of the same type sells for \$7,000.

In addition, the company is showing a four-cylinder 50-horsepower touring car for \$4,200 and a Limousine for \$5,500. Strength, speed and simplicity are the keynotes governing the product of the Welch factory, and that the cars can more than hold their own with the best foreign cars was proved last February, when, in an impromptu race from New York to Boston, they simply ran away from a trio of the best cars made in France.

One of the features of the Welch car is its telescopic steering wheel and perfect cooling system. The Welch cars have been entered in a number of the touring car events at Ormond next week, when they will be pitted against some of the leading foreign cars.

## THE WELCH CAR

Can be driven at maximum speed with the least effort, easily outstripping any other car made here or abroad.

Of course this superiority is "All in the Engine," and your best attention is asked to that.

The HIGHEST SPEED is assured combined with the GREATEST SAFETY, SUPREME STRENGTH with POSITIVE SIMPLICITY of operation.

These vital points being easily proven, APPEARANCE, COMFORT and CONVENIENCE are also found highly satisfactory in the

# WELCH TOURING CAR

We don't ask you to take our word for it. Prove our claims YOURSELF by a personal trial. To this end you are invited to call at our offices and salesrooms, examine the NIW WELCH TOURING CAR, and enjoy a trial spin in it at our expense.

## THE WELCH MOTOR CAR CO.,

L. H. PERLMAN, President.

AMONG THE AUTOMOBILISTS.

BUFFALO'S PLAN FOR SOLV NG CHAUFFEUR PROLLEM.

A Reference and Employment Bureau Suggested-New York Motor Club Members to Disc as Proposed Tour of American Cars in Europe-Gossip.

The Automobile Club of Buffalo is sponsor for a plan for the solution of the much dischauffeur question, which perhaps does not promise an immediate and entire settlement of the question but does possess the merit of being comparatively simple in theory and one very easily carried out. Secretary Dai H. Lewis of the club has written the following letter, which fully explains the plan in detail to the secretaries of all the automobile clubs in the country:

"It has been suggested that if the various automobile clubs organized a chauffeurs' reference and employment bureau for the protection of members and also with the belief that it will inure to the benefit of the best class of chauffeurs by segregating them from the immoral and intemperate class; and it will also assist chauffeurs to obtain employment with the best employers, i. e., members of the various automobile clubs.

"It is believed that if all the automobile clubs throughout the country will take up this serious question aggressively the morale of chauffeurs will be greatly increased and the chauffeurs' troubles will be largely mini-

A meeting is to be held this morning at 11 o'clock in the rooms of the New York Motor Club, at Eighth avenue and Fifty-eighth street, of those interested in the project to run a great European tour of American cars next summer for a trophy to be known as the American Gold cup. The plan is to limit the entries to cars of American manufacture, which will compete in an endurance contest through France, Spain, Italy, Austria-Hungary, Germany, Belgium and Eng-land, the tour to consume two months. Details of organization are to be discussed this morning and a tentative set of rules drawn up for the government of the contest.

povering his territory in a runabout. with his sample cases fitted behind the driver's seat, says he has covered more ground, sold more goods and saved a great deal of time since he abandoned railway travel. He says he has been able to reach towns which are usually skipped by the general run of drummers because the train schedules will not permit them to stop there without great loss of time. Naturally, he creates a sensation when driving up to the establishment of a customer his private car, and, as he expresses it, "this makes an impression" which has proven quite favorable to him. After estimating his expenses for the past year, he says he finds he has done a great deal more business than he did during the previous year when he traveled by train. Despite an outlay for gasolene, repairs and new tires, which was borne by his firm, he finds that his firm has saved money by the change, irrespective of prospective business which he worked up while touring through small towns and vil-

The executive committee of the Association of Licensed Automobile Manufacturers held its regular monthly meeting vesterday afternoon, but no announcement resarding the result of its deliberations was made.

noch but no ampouncement recarding the result of its deliberations was made.

President W. P. Sholes of the Cleveland Automobile Club recently made the following remarks anent the good roads question in Ohio: "With all the improved conditions which arround us, perhaps no single one has received less serious attention than our ordinary method of intercourse between communities—public highways—and akthough much agitation has arisen in recent years, the wave of this improvement is too slowly following that of civilization and the course of suprewestward. The Romans builded better than they knew their roads have lasted 2,000 years, Later centuries steeve to follow, and the following than its reason of the money that is sent into municipal, county of this improvement is too slowly following that of civilization and the course of suprewestward. The Romans builded better than they knew their roads have lasted 2,000 years, Later centuries steeve to follow, and the following times. Later centuries steeve to follow, and the following times. Later centuries are lowly finding times. Later centuries afterward for our chosen vehicles depends so much unout chipinginwars that it is a legitimate demand to see them reconstructed or improved as conditions require. These conditions in this are not at all commensurate with the high standing of this state's refined civilization, and the only mensurate with the high standing of this state's refined civilization, and the only mensurate with the high standing of this state's refined civilization, and the only mensurate with the high standing of the scene of the country of those interested.

These conditions in this are not at all commensurate with the high standing of the organized, systematic, combined effort of those interested.

Among the earliest lessons of our school days was that of the limit of the country of the country of the country of the product of the country of the cou

benefit to the communities in which we live, and reflect pleasure and profit to the farmer, the merchant, the driver of good horses and ourselves, not only in the same way, but in a far greater measure by proportion.

Recent experiments carried on in Zurich, Switzerland, with a form of tarred gravel, are said to have developed for it a peculiar adaptability to the uses of the highway, especially in point of dustlessness and enduring qualities. The use of tarred gravel in itself is by no means new, but the method of preliminary treatment used in this case appears to be rather novel, and is said to produce far better results than are obtained by simpler means. According to the report the process is the invention of Street Commissioner Aerberii. A section of Hohlstreet was covered with the Aerberli material. Many persons witnessed the trial, among them representatives of the municipal and cantonal authorities, who showed great interest. Two steam rollers were employed to smooth the road covered with the new macadam. Trials with a six horse wagon loaded with ten tons gave a satisfactory result after the macadam had been sufficiently rolled.

rolled.

The macadam is prepared of gravel of a fineness of 1% to 1% inches diameter, and is freed from all earthy matter. This gravel is first heated in a specially constructed machine, and from a revolving drum is subjected to the action of liquid tar, so that each particle of gravel becomes covered with a uniform coating. This tarred gravel is then put up in heaps, covered and allowed to remain so from eight to ten weeks. It is asserted that during that period fermentation occurs which causes the tar to penetrate into the pores of the gravel and in this way lessens the formation of dust. In covering a road with this material the materials and the second content of the process of the gravel and in this way lessens the formation of dust. In covering a road with this material the materials and the second content of the gravel and the second content of the process of the gravel and in this way lessens the formation of dust. In covering a road

occurs which causes the tar to penetrate into the pores of the gravel and in this way lessens the formation of dust. In covering a road with this material the most painstaking clean-liness must be observed and dry weather must be observed and dry weather must be awaited. No foreign matter must become mixed with the macadam. In rolling it no water must be used. The cost of preparing this macadam is small, 34 pounds of tar being sufficient per cubic yard of gravel, or where linestone is used, 43 pounds. The machine is operated by four laborers and furnishes from 13 to 20 cubic yards per day.

Time works@wonders—it is the greatest enemy of prejudice, says the Motor Age. Time is gradually undoing prejudice so far as it relates to the motor car, to motorists and to motoring. Time has been a long time making the least impression, but now—its accomplishments may be recorded by the score, whereas a few years ago there was only an occasional flash. This is shown by the attitude of the farmer and the metropolitan resident non-motorist; it is also shown by the attitude of public officials all over the country. No better illustration of a change of attitude on the part of the public can be offered than by calling attention to the report of the State Highway Commission of Messachusetts, which has recently just come out unequivocally in support of the motor car as a thing of the present and of the future. Massachusetts, which has recently just come out unequivocally in support of the motor car as a thing of the present and of the future. There has been more or less complaint that motor cars tend to destroy road surfaces, and while the truth of the charge must be admitted it is not admitted that there is just reason for complaint.

The State Highway Commission referred to admits—even knows—that motor cars.

The State Highway Commission referred to admits—even knows—that motor cars destroy road surfaces, but it takes a sensible view of the matter and points out that roads are made to use by the public, and not necessarily by owners of horse drawn vehicles alone; it realizes that ordinary vehicles have been responsible for destroying the roads which the public had to pay for; it realizes that the motor car is as much a fixture as is the horse or the vehicle he drags along over the highway; it realizes that if the roads are so easily destroyed by motor cars that they are not what they should be—and that, because of the changed mode of travel, they must be changed to meet a new condition.

The commission does not blame motor cars The commission does not blame motor cars for destroying road surfaces—it realizes that the road surfaces are not what are required now, and that they must be changed to meet conditions as they exist. It will be admitted that this is certainly a liberal view to take, yet one that is only in keeping with the march of progress. If this view shall be taken by others interested in the highways, then an epoch of road making will have been commenced at no late date. The demand for good roads, to say nothing of decent ones, is being made in all parts of the country—it is becoming nearly universal.

parts of the country—it is becoming nearly universal.

Motorists are not the only ones to demand decent highways—the world is learning their necessity and is demanding that some of the money that is sent into municipal, county and State treasuries shall be returned to the givers through the medium of improved highways—a demand that must be heeded. It will be heeded: it is too loud a wail, too distressing a commercial cry to which to turn an ear stuffed with cotton. The cry of the people has been heard by Governors, and the Governors are now crying aloud to the Legislatures. The cry to these bodies must be in stentorian voices; it must be a distressed call before they will hear it.

#### GARCIN COURT TENNIS VICTOR

FRENCH CHAMPION BEATS STAND-ING IN FINAL ATCH.

certain Light Bothers Players, Who Fall to Show Top Form-Local Man, Though Ill. Puts U . Stubbern ame -Score 8-5, 8-6-White is Second

Ferdinand Garcin, the French champion, won the round robin court tennis tourna-ment which came to a close at the Racquet and Tennis Club yesterday afternoon. He defeated George Standing, the home professional, in straight sets, 8-5, 8-6. gives the Frenchman a clean record, with three matches won and none lost.

The other contestants in the tournament John White, Frank Forester and Standing. finished with one win and two defeats, second money was awarded to White, for the reason that he won more sets than the other two. White won four sets and Standing and Forester three each, so that the latter pair divided third and fourth money.

The uncertain light which caused a postponement of the match on Saturday premuch of the indifferent work on the part of both players. In addition to this Standing was handicapped because of an attack the grippe. His strokes lacked their usual dash and force. The same may also be said in a measure of the Frenchman, whose usual finished game lacked that force and nicety so much admired in his matches last week In fact, he, like Standing, appeared pretty well tired out.

To open the match Garcin won the first four cames before Standing succeeded in calling a halt by winning the next. All of these games were hard fought, as in four out of the five the score went to deuce and vantage, and neither man went after the winning opening with any great frequency in these games, although both made occasional shots to the dedans. Most of the counts were made on balls to the net. Garcin won the sixth and seventh games

and Standing the next two. In the ninth game Garcin lost a chase between two and three, while Standing won a chase better than a yard. After a shot to the dedans Standing scored the decisive point on a ball to the win-ning sallery.

scored the decisive point on a ball to the win-ning gallery.

After deuce had been called in the next game, Standing made it vantage when his op-ponent sent a ball out of court, and the former scored the game point on a net by the French-man. The eleventh game went to Garcin, but 

### Salesrooms, 1871-1873 Broadway,



from disastrous skidding, or tire accident, is practically nil on the PENNSYLVANIA CLINCHER RACING TYPE. Its heavy flat tread successfully resists skidding-its intergral strength withstands the severest strain or shock.

Write for 1907 Tire Booklet.

PENNSYLVANIA RUBBER COMPANY JEANNETTE, PA.

General Sales Agent, ROGER B. McMULLEN, CHICAGO, ILL.



NEW YORK, 1741 Broadway CHICAGO, 1241 Michigan Avenue PHILADELPHIA, 618 North Broad Street ATLANTA, GA., 102 North Prior Street BOSTON, 20 Park Square BUFFALO, 717 Main Street LONDON, 26 City Road

UTOMOBILES are sold at a profit so moderate that large advertising expenditure is prohibitive and bombastic claims are unnecessary. The splendid satisfaction given to over 4,500 owners of Maxwell Automobiles co-ordinates with their sales. This car is now one of the largest sellers in America. The third annual automobile show of the Maxwell-Briscoe Motor Company is being held at 317 West 59th Street.

is being first same. He then went of his stroke and after louing a chase between one about the strong between one should be an extreme the strong of a country of the strong of the stro

#### **IMMEDIATE** 1907 Models Models **DELIVERIES** \$2500 to \$9000 **Cheaper than American Cars**

King Edward of England has just purchased a 17 H. P. Mors Town Car. He selected this from all the finest cars of France displayed at the Paris Salon. We have its duplicate on exhibition in our salesrooms.

Thos. A. Edison recently purchased a 28-36 H. P. Mors equipped automatic starting device. He says it is motor car perfection-a masterpiece of mechanism-the finest car he has ever seen. He knows.

King Edward represents the European Aristocracy of Birth. Mr. Edison represents the American Aristocracy of Brains. Both purchased Mors Cars because the Mors is and is acknowledged to be the best in the world. That is why American social and financial leaders purchase

The Mors has just been given the Gold Medal at the Paris Salon: the highest possible award. . . . This officially confirms the statements, universally

made by owners of Mors Cars, that no car in the world can compare, in any way, with the Mors.

Are you going to buy a car? Come in and see the Mors first. Your motor car education will be most incomplete until you do.

#### Not exhibiting at the Garden.

THE new 17 H. P. MORS Town Car is ideal for city use and it is rapidly taking the place of electrics. The motor under driver's seat enables car to turn easily in the narrowest street. Its efficiency is surpassed only by its elegance, and it

is a necessary adjunct to any establishment which would be perfectly appointed.

Cryder & Co., 83d St. and

Park Ave.,

**NEW MORS** TOWN CAR.



### The Most Efficient, Convenient and Reliable Car Ever Built

The entire 1907 line now on private exhibition at our New York Agency

#### Homan & Schulz Co. 38-40 West 62nd Street

Whether you desire a runabout or a powerful touring car, you will find it there without the crush and jam of a public show. Your attendance is cordially invited.

Road demonstration by appointment. Thomas B. Jeffery & Co.



Automobile Surprises!

ery make at right prices. Demonstration

Mercedes. 35, complete. \$2,000; Panhards.

Mercedes. 35, complete. \$2,000; Panhards.

July Courtereau. Viequot, Cadillacs, Oldsmo-Locomobiles iall models. Thomas. Franklins.

Toledos. Pope Hartfords, Acmes. Buicks. BROALWAY AUTOMOBILE EXCHANGE BUILDINGS.

Dan Coghlan to Coach Cornell Basebail

ITHACA, N. Y., Jan. 14.—Dan Coghlan, formerly coach of the University of Pennsylvania baseball team, has been selected to coach the Cornell baseball team for the coming season, to take the place of Glenn S Warner and Hugh Jennings. ment was ratified by the athletic council ment was ratified by the athletic council to-night and Coghlan will come to Ithaca immediately. Coghlan was recommended by Jennings. He played professional ball on the Louisville and Washington National League Leams and later on the Wilkesbarre team. He coached Pennsylvania two years ago and last year was coach of the Lehigh team. **Automobile Bargains** 

Over 100 Slightly Used and Second Hand, 1906 and 1905 Model Pierce "Great Arrow." Pope-Toledos, Pope-Hartfords, Autocars. Fords. Panhards. Oldsmobiles, Feerless. Lambiers. Reos. Thomas. Rainlers, Stoddard Daytons. Marions. Tranklins, and many other makes. All offered after m \$100 to \$500 less than actual worth. Democratically and the strations. rations. See US If you want to BUY, SELL or EXCHANGE

E. J. Willis Co., 231 W. 54. near AUTOMOBILE BARGAINS

We are the largest dealers in new and second hand automobiles in the world, carrying in stock we to 500 machines, always on hand. Do not buy before you see our line; it will pay you. Send for our bargain list.

TIMES SQUARE AUTO CO., 215 W. 48th St. (W. of B. way). Phone 3428 Bryant

Automobile Owners' Supply Depot Where sumplies are retailed at a nolesale prices
a visit will convince all and save you HUNDRED
C. DOLLARS on your purchases

Autos Bought; Spot Cash Paid. Broadway Automobile Exchange. 247-249 West 17th. (Telephone 2097 Bryan)